

The **National** News

Falcon

The Monthly Magazine
Of The Falcon Club of America

June 2011



Keith Davidson
Golden, Colorado
"The Mighty"
1963 Falcon Sprint



The Regulars

Classified Advertising & Guidelines	6
Falcon Club Officers.....	7
President's Message	8
Regularly Scheduled Chapter Meetings.....	22
Calendar of Events.....	25

New This Month!

Sprint to the Summit by Ronnie Crawford.....	3
"That's IT!" Green: by Ted Boothroyd.....	20
FCA National Schedule of Events.....	26
Heartland Regional Registration	27
Northeast Regional Meet Registration	Jkt
FCA Membership Application.....	Jkt
Stampede to Steamboat Registration	Jkt

Index of Advertisers

Auto Krafters, Broadway, VA	23
Classified Advertising	6
Advertising Guidelines	6
Dearborn Classics, Titusville, FL	29
Dennis Carpenter Reproductions, Charlotte, NC	11
Falcon Club Store	24
James Dottling's Falcon Connection, Phoenix, AZ	16
J. C. Taylor Antique Auto Insurance, PA.....	22
Mac's Antique Auto Parts, Lockport, NY	8
Melvin's Classic Ford Parts, Conyers, GA.....	9
Obsolete Ford, Nashville, GA	12
Obsolete and Classic Auto Parts, OKC	4
SHINE: Automotive Trim Restoration, CA.....	10

Front Cover: Keith Davidson "The Mighty" 1963 Falcon Sprint

Keith Davidson and his original looking—but not so original—1963 Falcon Sprint will be at the Falcon Club of America Convention in Steamboat Springs in July. He has participated and won the International Pike's Peak Hill Climb, held annually in June. See Ronnie Crawford's article about The Mighty beginning on page 3. And make your plans to attend the FCA Meet; registration and information in this issue.

Back Cover: Jay & Peggy Page's 1963 Falcon Squire Wagon

Ted Boothroyd ran down this "work of art" Falcon in Moab, Utah and later saw it at Hot August Nights where it won Best of Show.

This issue is devoted to all cars Colorado—both of these featured cars will be in attendance at the FCA Meet in Steamboat. The authors, who just happen to be two of the Editor's favorite people, will be there as well. Sign up now and meet these great guys and the cool cars they write about.

Maybe you think your Falcon should be on the cover? Send high resolution (300 dpi at 8 x 10 inches) digital files to the Editor at the address on page 5. Be sure to include a few paragraphs about you and your Falcon.

Editor Needs a Couch!

Turns out retired husband has to work during Nationals! So no Mighty Bus this time. Bummer! Anybody have a suite or a couch for me to crash on during the Meet?



The “Mighty” Sprints to the Summit

Race to the Clouds

By Ronnie Crawford



Mike Rogers

Every summer out here in Colorado, there is a hill climb. It's the biggest hill climb in the world—the annual Pikes Peak International Hill Climb, sometimes called “The Race to the Clouds.” Competitors can race anything from a motorcycle with a sidecar, a Baja truck, a quad, a full race four wheel drive Rally car or a vintage sedan. If it has an engine and at least two wheels, there's probably a class for it. They've been racing up the mountain since 1916. This is the 89th year. It's the second oldest race in America, second only to the Indianapolis 500. Men and their machines—who the heck decided to race up a mountain?

The Race to the Clouds is a timed event starting at 9,500 feet and finishing at the summit of Pikes Peak at 14,110 feet. The cars are green flagged at the start, at one minute intervals. There is constant radio contact among safety crew members in case of an emergency. There are seldom any major problems, maybe a spinout or over correction. Almost everybody stays on the road. At one point there is a 1,700 foot drop off. That part of the road has an old school hand-built, guardrail made of rocks and cement. The racers know it as the Bottomless Pit. 2010 was the last year for a combination of pavement and dirt surface. For 2011 the road will be paved to the top.

Keith Davidson of Golden, Colorado, a local FCA

member, has always longed for a 1963 Falcon Sprint. He was a member of the local chapter of the Shelby American Club. He entered an open track event—no passing except on straights—sponsored by the Colorado Exotic Car Association—with his 1965 Mustang GT Fastback. It was a 289 four speed car. He enjoyed the racetrack experience. He had taken his Mustang for tune-ups at a local race car shop called Evergreen Performance Systems. They had done a little work on his car and most of their clients race Mustangs. Keith has some of the best guys in the country right at his doorstep. They've got a dyno and the latest trick stuff; they tune and build Ford cars from all over the world.

With Keith lusting after a 1963 Falcon Sprint, he asked Walt and Chip, the owners, if they would build a 1963 Falcon for him. They were excited about it and considered the '63 Falcon to be a prototype for the Mustangs that they have been working on. Now the only problem was that Keith needed to find one.

Keith's pursuit of a 1963 Falcon Sprint began in 1995. It had to be a Sprint! He checked a few cars locally with no luck. So, he ran an ad in The National Falcon News and got a call from a guy with a '63 Sprint for sale. Keith asked him where the car was located. Wow, the car was

—Continued on page 4

The "Mighty"

—Continued from page 3

here in Colorado, about 30 miles south of Denver. They set up an appointment and Keith drove down to Louviers, Colorado.

That is when he met Lenny Kellogg, the seller of the black Sprint. He drove the Sprint around the small town of Louviers and was excited about the car. They agreed on a price and finally the car that he had wanted for so long, a 1963 Falcon Sprint, was his.

The Sprint was a black on black four speed car. Keith drove the car on the street for two years while racing on the weekends. He named his Falcon "The Mighty" because it wasn't.

Keith is the 2009 and 2010 hill climb champion for Vintage Stock Class while driving The Mighty. There are two classes in the Vintage division, Stock and Modified. These cars in both classes must be 1981 and earlier. Typical cars in these classes are the Camaro, Challenger, Mustang, Barracuda, Corvette, Comet,

Cougar, and Falcon. You can race any stock bodied car as long as it is older than 1981. In the modified class, of Vintage division, just about anything goes. The current modified champion is Doug Mockett driving a 1954 Oldsmobile Rocket "88" sedan. It's a lightweight car with a tube frame and full race NASCAR engine. How wild is that?

In his first year, 2008, Keith was runner-up in Vintage Stock class, and winner in 2009 and 2010. Keith is "King of the Mountain." Usually, only an Unser wears that crown.

—Continued on page 13

Race to the Clouds



Early "Mighty" so named because it wasn't...



Unrestored street cars make good race cars. This Sprint was driven in the Denver area for decades. Davidson photos

Restoration parts for your Falcon



180+ Page Catalog
Covering 1960-70 Falcon
'60-65 Ranchero & Comet
FULL COLOR

WEATHERSTRIPPING / RUBBER
INTERIOR / UPHOLSTERY
WHEELS / MECHANICAL
CHROME / EMBLEMS
LITERATURE / DECALS
SUSPENSION / BRAKES
TRANSMISSION / CLUTCH
EXTERIOR TRIM / MIRRORS
SHEET METAL / PATCH PANS
AFTERMARKET
PERFORMANCE SECTION

FREE

Furnish us your
e-mail address
and we'll send
you a FREE copy

Ford® Restoration Parts:
Trucks 1909-79 &
Cars 1909-72

OBSOLETE
& Classic Auto Parts, Inc

8701 South I-35 Oklahoma City, OK 73149
405.631.3933 * FAX 405-634-6815
Toll Free 1-800-654-3247

PARTS FOR SALE



Front Door Scuff Plates

1960-62 Falcon & Comet (2Dr)
1963-64 Falcon & Comet (2Dr)
1963-65 Falcon & Comet Convertible
Any above Style \$99.00 per pair

Shop Manuals
Owners Manuals
Spec Books
Wiring Diagrams
We have them!



1967
COUGAR
FAIRLANE
FALCON
MERCURY
INTERMEDIATE
MUSTANG
SHOP MANUAL



Gas Tank Sending Units -

Starting at \$29.00



Disc Brake Kits - Starting at \$649.00



www.classicautoparts.com

FALCON CLUB OF AMERICA OFFICERS

PRESIDENT

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780-7513
321-383-1955
crbeason@cfl.rr.com

VICE PRESIDENT

Cliff McKay
3234 N. Mascot St.
Wichita, KS 67204
316-838-7487
hiflyer@cox.net

RECORDING SECRETARY

Bill Poole
13701 Harbour Bluff Court
Midlothian, Virginia 23112
804-739-1615
billandkaren@mindspring.com

TREASURER

Pamela Dinzebach
6575 Bradley Ave.
St. Louis, MO 63139
314-645-7082
pdinz@swbell.net

NATIONAL FALCON NEWS EDITOR

Wendelyn Crosby
16318 Riggs Rd.
Stilwell, KS 66085
wcrosby62@sbcglobal.net

CLUB STORE MANAGERS

Mary Biehl
Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
228-466-4349
Falconclub@aol.com

CORRESPONDING SECRETARY

Denise Sword
521 Dogwood Meadows Ln.
Austin, AR 72007
501-843-1441
ddsword1@yahoo.com

INTERNET DIRECTOR

Wally Till
461 Grandiflora Drive
McDonough, GA 30253
678-565-0111
FCA@Falconclub.com
tillw@bellsouth.net

ASSISTANT INTERNET DIRECTOR

Jeff Thomas
102 Overlook Drive
McDonough, GA 30252
678-432-5476
1bad6t@bellsouth.net

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
Chapter@FalconClub.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

BOARD OF DIRECTORS

Richard Bowes (5)
245 S. Main St.
Coventry, RI 02816
401-823-1059
falconsprint@aol.com

Michael S. Garrett (4)
19732 Selby Avenue
Poolesville, MD 20837
301-916-3323
msgarrett35@msn.com

Dave Wagner (3)
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
65sprint@baldwinpines.com

Bill Knabe (2)
1214 S. Irvington Ave.,
Indianapolis, IN 46203
317-357-5397
wknabe63@att.net

Mark Sword (1)
521 Dogwood Meadows Ln.
Austin, AR 72007
501-843-1441
luv4fords@hotmail.com

AUDITORS

Dennis Lebo
Donald Snyder
Barry Fischer

REGIONAL DIRECTORS

North Eastern Region

Ray Chevalier
73 Francis Rd.,
Glocester, RI 02857
401-934-2105
raysfalcon@cox.net

South Eastern Region

Ken Earnhardt
1960 Old Farm Rd.
Concord, NC 28025
704-786-2722
kenearnhardt@vnet.net

North Central Region

Jack Ellis
17860 168th. St.
Bonner Springs, KS 66012
913-724-2553
jandcellis@sbcglobal.net

South Central Region

Dale Daugherty
7004 Outer Loop
Louisville, KY 40228
502-231-8715
drdwolfe@att.net

South Western Region

Russell Welty
120 Meadow View Drive
Wimberley, TX 78676
409-498-3596
russell.welty@yahoo.com

Mountain Region

Ron Brown
4147 WCR 31
Ft. Lupton CO 80621
303-857-9360
colofalcons@gmail.com

Pacific Region

Ray Johnson
2407 Horseshoe Dr.
Santa Rosa CA 95405
707-546-8082
57ray@pacbell.net

WEB SITE

www.falconclub.com

Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver and is very much appreciated.

PLEASE MAKE YOUR AD LOOK LIKE THIS...

1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

NOT LIKE THIS...

' 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastrn pennsylvania

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net. Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**

Falcons For Sale



1968 Falcon Futura sedan, white/bronze, white interior. 63,000 original miles, 289, 2-V, C-4, factory air, power steering. This very clean Southwest car has zero rust, recent brakes and new dual exhaust. It is in fine daily driver condition. \$4500. Ask for photos. Cliff, 575-585-5545. NM.



1965 Falcon Ranchero, 302 CID, C-4 Auto, Vintage Burgundy with White Interior. Very Clean and Complete. \$13,000 Steve Bumpas 559-737-1315 or email swbumpas@yahoo.com for more info and photos. CA.



1965 Ford Falcon Futura Sprint Convertible. 289 C.I./225 HP. C4 Automatic Trans. Total frame off restoration. 55,000 miles. A.C., P.S. Immaculate California "Black Plate" car. No detail left undone. A must see show stopper car. One of 300 built. Less than 20 left. Plenty of other photos available upon email request. \$35,000. Brian, 617-513-1267 or katebliar47@aol.com. Boston, MA.

1965 Sprint 289 V8 with bucket seats black inside and out. I am the original owner. The car was totally restored in 1985. After restoration it was driven to car shows and in parades. It has been in storage for the last 7 years. Due to age and health, it is time to part with it. The car is totally stock and looks sharp. It has no rust and is ready to enjoy. Call for more details. \$ 7,000. John at 941- 626-1550.

1965 Falcon HT, highly modified 250-6 w/3-Webers, T-10 4 speed, disc brakes, new interior, solid but needs paint, \$9500 OBO, Bill 724-942-4877. Email for specs and pictures; wonorcutt@comcast.net. Washington, PA.

1965 Falcon Hardtop, solid body, no rust out. Correct 289 V8 4 barrel with cam; runs strong. Unknown auto transmission with floor shift leaks. Good glass and trim. Needs restoration completely. \$3000. with extra parts included. Can email pictures. Call Wayne at 865-856-3030 near Knoxville, TN.

1965 Falcon four door, 170, stick. Good reliable car. Needs cosmetics. 110,000 miles. \$2400. Herb Griffin, 518-835-4022, 180 Everson Rd., Johnstown, NY 12095.

1965 Ford Falcon Sedan Delivery, \$4000. 1965 Ford Falcon Futura HT, \$1200. 1965 Ford Falcon Futura H/T, \$600. 1968 Ford Falcon 2 door sedan, \$500. 1965 Ford Falcon 2 door H/T, \$700. 1960 COMET 2 door V8, \$800. 1976 Ford Ranchero GT, \$7500. Call or email Don Branson, 4097 Hwy T, Marthasville, MO 63357-2019. 636-228-4501 or dbranson@mail.win.org

1964 Sprint Hardtop. Restored project started with many new, reproduction, and used parts. Rebuilt engine, .030 over, 302 crank, '67 heads with large valves, all trim, NOS grill still in box, 14 inch five spoke cragers, Granada front discs. Asking \$7500. Leon, 775-857-1039 or hiwheel@nvtbell.net. Reno, NV.

1963 Falcon Futura. Red two door hard top. 122,000 original miles. Stored indoors. Car is original and has been restored. Six cylinder motor, bucket seats,

new tires, a/c. Asking \$10,000 OBO. John Prosje, 954-467-8371 or kelautoaircondit@bellsouth.net. Fort Lauderdale, FL.



1963 1/2 Falcon Sprint convertible. 43,000 actual miles, Rangoon Red with clear coat, new red full interior and white power top, professionally rebuilt. 260 V8, re-plated engine chrome, new pony 2v, remanufactured. C4, 2.79 Rear, new 14" wsw, new front disc brakes/dual master, new shocks, rear brakes/springs, bearings, seals, gas tank, exhaust, replated instrument cluster/knobs, Ford Deluxe AM radio (AM/FM under dash), Sprint tachometer. Everything works well! A show winner! Drive home with confidence! Asking \$29,500. More photos on request. Allen, 952-393-8337 or ahi777@aol.com. MN.



1963 Sprint Complete including factory sprint tach, V8 automatic, Good glass, bucket seats, console, AC, also have current tag and title. The car is a true sprint and it also runs!! Very complete car needs total restoration. More photos available \$3,750 OBO. Ron Mixon 405-226-6894. OK.

1963 Sprint Hardtop. Cinnabar red with ivy gold interior. C4 (2:79 axle) coupled to a 260 4 barrel. Global West suspension. Quick steering. Front disc brakes. Dash clock. Original black California plates. More. All original parts. Ask for any details. \$15,000. Ray, 530-626-1640 or Sprint@gotsky.com N CA.

1963 Falcon Futura convertible, \$8500, Drives great. Yellow with black bench interior, 170 automatic. Many new parts and good original trim. Deluxe wheel covers, older top 1987. New radiator,

complete exhaust, and tune up parts. Had at 50th in Michigan. Can e-mail photos. Rob Longfellow, 734-282-1163 or rob-sclassics@msn.com. MI.

1962 FORD Falcon Tudor, 170 C.I. Six - Automatic transmission and back-up lights. Car is in near-mint condition. Owned it since 2006 and it has just over 22,000 ORIGINAL miles. Engine was modified in 2002 to burn unleaded fuel and that same year, a new fuel tank and float, new disc brakes and a complete exhaust system were installed. I've since also installed a new exhaust manifold, master cylinder, brake lines, fuel pump, shocks, tires, battery, radiator, hoses, belts, head lamps and other parts, and had the transmission serviced. Paint: Repainted before my ownership in its original color - Silver Moss (Light Green). Very straight and all body parts are original. Glass: original and intact. Chrome Trim and Bumpers: Great to near perfect condition. A binder containing the car's lineage and repair history is part of this sale. No warranties are expressed or implied. Car is ready to drive anywhere! Asking \$8,000 OBO. E-mail Paul at Falconfan62@verizon.net for pictures and answers to any questions.

1962 station wagon with wood grain and roof rack. Red factory bucket seats, console. Also 1965 station wagon, a plain Jane, glass knocked out in sides. Also lots of parts, hoods, etc. Stanley Sioux, 570-538-3464.



1962 Falcon two door sedan. It has a 1961 grille and front bumper. This car was completed 10 years ago. I put about 2000 miles on this car in those 10 years. The body is good and solid with no rust. The engine is a 351 Windsor, bought new, in a crate from Ford. The frame is full, front to back, with a full roll cage. It has a Mustang II front end and a nar-

—Continued on page 9

PRESIDENT'S MESSAGE: CHUCK BEASON



Chuck and Carolyn at 31st FCA Convention Awards Banquet

Please join me in welcoming our newest Chapter in the Falcon Club of America. The Columbia River Chapter will cover Vancouver, WA and the surrounding area. Please give Allen Shade and the Columbia River Chapter your support. We look forward to joining them at future Falcon events.

Our thanks go out to the South Western Region Chapters for hosting Regional Meet in Tulsa. Carolyn and I always enjoy visiting our many Falcon Friends from around the country at our Regional Meets. We would also like to thank the Falcon Club of America membership for their support by attending these events.

Don't forget the Pacific Regional Meet later this month, June 24-25 in Bakersfield, California, hosted by the Central California Falcon Chapter and the Southern California Falcon Chapter. Carolyn and I look forward to visiting with Pacific Region Falcon friends again.

Hopefully many of you have made your hotel reservations for the FCA Nationals in Steamboat Springs, Colorado, as the hotels are filling up fast. Pre-registering for the "Stampede to Steamboat" for the 32nd Annual National Convention of the Falcon Club of America will help the host chapters in planning for this event.

Check the web site, mile-hifalconclub.com of the Mile Hi Chapter for registration form, hotel information and more. We look forward to seeing everyone there.

On behalf of the Officers and Membership of the Falcon Club of America I would like to say thanks to the vendors and advertisers that support our hobby and our club.

Remember, take a kid to a car show this year! Make it the FCA Nationals in July!

—Chuck & Carolyn

Get the **MOST COMPLETE** 1960-1970 Falcon & Comet Parts Catalog Available

FREE Falcon & Comet Parts Catalog

More than 4,000 items listed!

Request a catalog, search & order parts online:

MacsAutoParts.com/fn

Call **877-230-9670**



Just Mention Code: **FNP30**

MAC's is your one-stop source for quality parts & accessories for 1909-70's Fords & Mercurys.

Antique Auto Parts



9 other '09-70's Ford Parts Catalogs Available!

Outside the U.S. call:

(716) 210-1340

(*Outside the US, \$5.00 each for international postage)

Dealer inquiries invited.

Parts for Falcons & Comets

"Serving the Ford Restorer Since 1978."

6150 Donner Rd. • Lockport, NY 14094
(716) 210-1340 • Fax: (716) 210-1370

Classified Ads (con't)

—Continued from page 7

rowed 9" rear end (4:57 posi) and a four link suspension. It's a C-4 automatic with a Hurst QuarterStik shifter with a Line-Lock. Both the driver and passenger seats have Simpson five-point harnesses. Disc brakes; Mustang II in front, Continental on the rear. Aluminum radiator and Optima battery. 15 gallon fuel cell in the trunk. The car has a clear title. Reason for selling; it's time to move on, time for a change. I want to buy a different car to enjoy as much as I did this one. This is a fun, great looking, running and driving car that gets lots of attention. I will answer all questions. John Erickson, 402-203-0408 or johnerickson54@yahoo.com. Asking price; \$40,000. NE.



1962 Ranchero. Health challenges stopped restoration. 5.0 throttle body FI, AOD transmission, Granada front disc brakes, 8" rear end and 15" x 7" chrome wheels. Many new and used parts including 1991 Mustang 5.0 roller motor with multiport FI. \$4,950. Call Ken for details: 317-387-9470 or fanclan@sbcglobal.net. Indianapolis, IN.

1961 Falcon Ranchero. From Southeastern U.S. 144 cu. in., three speed standard. Restoration started. Soda blasted. Needs some body work. Drive train okay. Complete new interior and many other parts (\$1600). Glass all good. Have spent over \$4300. Pictures by email. \$2500 OBO. Delivery possible from Southern Ontario. Guy Winterton, 705-748-3491 or g-winterton@cogeco.ca. Canada.

1961 Deluxe Ranchero, (red of course) 144 with 3 speed column shift, restored, been to several car shows, \$9500, fun little unit, 1962 sedan delivery (red, of course) 200 w/four speed. Dual exhaust,

1964-73 MUSTANG
1928-69 FORD CAR
1960-70 FALCON
1962-71 FAIRLANE/ TORINO
1928-79 FORD TRUCK
1955-66 THUNDERBIRD STREET ROD

**Online Ordering
Now Available!**
melvinsclassicfordparts.com



Send For Your Free Catalog!
Mention this ad!

1521 Dogwood Drive
Conyers, Georgia
Phone: 770-761-6800
Fax: 770-761-5777

\$8800. Contact Terry, 715 498 7229 or terrydalsky@yahoo.com. WI.

1961 Ford Falcon two door. 22,000 original miles, silver in color, great car drive any where. New tires, re cored radiator, rebuilt carb, new hoses, belts and more 5,500.00 Write fordfalcon68@msn.com for pictures or call 260-482-7399.

1961 Falcon Ranchero. Red, 302 V8, Automatic. Mustang II front end. Fiberglass bed cover. \$7500 OBO. Dennis McClanahan, 717-762-7027 or dmcclanahan@embarqmail.com. PA.



1961 Falcon four door wagon. Gas mileage special: rebuilt 170, 4 speed overdrive transmission, 3:55 Maverick rear axle. Many new parts on a good, solid Colorado body. \$3500. OBO. For a complete listing of work, new parts, and detailed pictures email or call Lenn Kellogg at Kellogg's Garage. lennkellogg@lpbroadband.net, 970-593-1964. CO.



Bad health forces me to sell my latest restoration project, a 1960 Falcon two door Ranch Wagon. Original 144 CID engine runs fine. All mechanical, body and three stage paint work done by professionals. Needs some finish assembly be be show class. I have all the parts to finish the car. Price is what I have invested, not including labor. Located in NW CA, originally from dry Warm Lake County, CA. It had only minor rust and no bends. Stripped and primed and painted metallic blue, near factory color. Call for more info, photos available. All the hard work and hassle is done! Price firm, \$12,000. M. E. "Red" Burke, 707-964-4305. Let it ring!

I have three Econolines. One pickup has good glass except for cracked windshield. Good chrome front bumper. Second pickup has good glass. No tailgate. No seats. Third is enclosed Super-Van. Good glass. No instrument cluster. All rusty. \$2500 for all three. Call Royce Jordan at 229-881-2867. Sylvester, GA.

—Continued on page 10

Classified Ads (con't)

—Continued from page 9

Two Falcons for sale. It's time for someone else to play with my toys. They need a good home! White 1963 Futura hardtop six cylinder (170), black buckets and console w/clock in excellent shape. The other one is a black 1961 Futura Sedan clean, red bucket seats with console, solid project car. Both garage kept. I also have a few pickup loads of parts: bumpers, fenders, doors, grills and a lot more in boxes. I am selling this as one unit for \$12,000. Sorry, But I will not sell individual parts. Allen Scheel, Create -A-Curb, 302-252-5410 or Allen@cacurb.com. DE.

Miscellaneous For Sale

RANCHERO TONNEAU COVERS: After much diligent searching, a little luck, and some help from FCA members, I can now announce that fiberglass tonneau covers are now available for 1960 to 1965 Rancheros. These are made by former Protect-O-Top employees using the original molds so they fit perfectly. This is probably your last chance to purchase one of these tops. Due to the high cost of mold production and limited demand, it is unlikely that these will ever be available again. While shipping costs are significant, I can bring 3, perhaps 4 tops to the Nationals in July. Price will be \$900. This includes the top, the filler panel, all hardware, and printed instructions. Please contact Roy at 925-366-7555 or mercuryfree@earthlink.net if you are interested.

Falcon: The New Size Ford, illustrated book by Ray Miller. Clean and complete with original jacket. \$30 + shipping. Ron Winkler, 775-356-7313. NV.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.



shine
on me
Automotive Trim Restoration
www.shineonmetrim.com

- Aluminum
- Stainless
- Chrome
- Plastic

Specializing in Ford Falcon Trim Restoration

Norm Huie
Phone: (949) 498-8974

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. **JESSER'S CLASSIC KEYS**, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickeys.com.

Hobby, not junkyard. Watsonville, PA 17777. Close to Rt. 80 and 180, exit 212, 60 miles north of Harrisburg. This was a car club that folded. Cars are not parted out, this is not a business. Lots of items including 1962 Falcon station wagon with bucket seats and console, and 1962 Falcon station wagon. Much more, including Mercury, Galaxie, Ford, Oldsmobile. Call for info: 570-538-3464.

The Ford Falcon Six Cylinder Performance Handbook web site has a new URL. <http://www.falcon6handbook.com>. Order your copy there. The Handbook has 107 pages on how to get more power out of your Falcon six. There are engine specifications and modifications; staged performance upgrades; and lots of "How To" information. Dennis Schjeldahl. ID.

Miscellaneous Wanted

Looking for 1963 Falcon promotional toy. Must be in good shape. Any color but red. Contact Elroy Zimmerman, 208-453-5139. ID.

Falcons Wanted

Wanted: 1965 Ranchero. Paint, trim and upholstery unimportant but must be mechanically sound and without major damage. I joined FCA specifically to find a daily driver from a trusted source at a reasonable price. Bernie Powers, gbpow-ers@aol.com (subject: Ranchero) or 904 387-9990 (9-5). FL.

1963½ Falcon Sprint Convertible Prefer #1 or #2 with power steering and four speed; will consider automatic. Contact Joe at 563-370-9994 or joni67@mchsi.com. IA.

Parts For Sale

A matched pair of front coil springs for Falcon sedans and Rancheros, 1963-1965 with V8 engine. \$50 + shipping. One crankshaft harmonic balancer for a Ford 289 engine, 1964-68, "New" Summit #SUM-163289, \$35. Plus shipping. Ron Winkler, 775-356-7313. NV.

Rebuilt 170 engine ready to drop in, \$400. Fordomatic transmission, works great, \$200. Five four lug 13" new wheels and tires (about 200 miles) \$250. Six cyl. four lug rear end, new brakes, \$100. Four lug nine inch front hubs, new brakes, \$75. Dean Abbott, 260-982-2328 or 260-578-2328. IN.

Excellent parts from original 1964 Falcon convertible. Auto trans with converter, rebuilt, \$200. Rear end with new brakes, drums and carrier bearings - \$150. One pair four lug front spindles and drums with new brakes - \$75. Five 13" four lug wheels and tires - \$80. Front bench seat with tracks - \$150. Heater assembly with controls and panel - \$100. Call Wayne at 865-856-3030. Near Knoxville, TN.

1960 thru 1965 set of full floor pans for sale. Right and left side, \$200 for both. Bought from Dearborn Classics and sold car before I could install. Rob Longfellow 734-282-1163 e-mail: robsclassics@msn.com MI.

Falcon Parts For Sale: Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 60-61 Falcon race cars. Held on with pins. \$650. Call or email for avail-

ability and prices. Don Branson, 636-228-4501 or dbranson@mail.win.org. MO.

N.O.S. parts: carb rebuild kits, part # CODZ-9A586-A & B, \$30.00; exhaust hanger, part # CODD-5A283-F, \$15.00; rear brake drum, part # CODZ-1126-B, \$80.00; Autolite vacuum control, part # CODF-12370-A, \$18.00; turn signal plate, part # CODF-13304-A, \$15.00. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Mustang II Front end kit. New ROD Custom 1970-1977 Maverick. Chrome manual rack tub A Arm 2 inch drop spindle. Could fit Falcon, cost \$2500. Will sell for \$1500. Bud Stull, 618-377-2717. IL by St. Louis.

V-8 arm and bushing \$175, license light \$20, temperature gauge \$75, temperature cable, \$30, quarter molding Futura \$135 ea., six cyl. standard shift radiator \$125,

amber parking light switch \$50, left door handle convertible part #, \$70. Much more. Frank G. Stewart, 440-282-6277. OH.

Petronix system (includes coil). Purchased for a 1963 170 c.i, 6 cyl. And a new trunk lid gasket from Dennis Carpenter's. Chuck, 410-349-1649 or hisjunk@msn.com. MD.

1963 Falcon/Comet clutch equalizer bar (6 cyl), \$75. 1963/1964 Falcon/Comet T-10 4 speed transmission, (should be checked), \$399. 1964/1965 Falcon/Comet T-10 4 speed transmission, (should be checked) dual bolt pattern, \$499. 1963 - 1965 Falcon/Comet T-10 shifter assembly rebuilt, \$255. 1963/1965 Falcon/Comet shifter, new chrome, \$199. More Falcon parts, please call or e-mail with needs. Vic Falcone 518-355-7756 or Vfalcon64@aol.com. NY.

—Continued on page 12



Restoration Parts for YOUR Ford

**WEATHER STRIPPING
PLASTIC/DIE CAST PARTS
INTERIOR PANELS
SHEET METAL
TRIM and RUBBER PARTS**



DENNIS CARPENTER
SINCE 1970

www.dennis-carpenter.com

 1960-61 Falcon 2 & 4 dr sdn trunk lid emblem with chrome bezel C0DB-6443504-A \$75.00 FALCON 1962-63 FALCON rear quarter panel letter set. Does 1 side. C2DZ-6240282-SET \$25.00set  1960-67 Falcon horn ring emblem C0DF-3649-B \$30.00ea  1960-63 Falcon inside door handle, RH or LH C0AZ-6422600-A \$20.00ea	 1968-70 Falcon RH vent window handle C80Z-5422916-B \$15.00 1968-70 Falcon LH vent window handle C80Z-5422917-B \$15.00  1960-63 Falcon 2 & 4 dr sedan outside door handles. LH & RH C0DZ-6422404-PR \$110.00pr  1962-63 Falcon fender ornaments C2DZ-16178-PR \$125.00pr
--	--



FREE Falcon Parts Catalog



1960-1970
FORD FALCON
INCLUDES RANCHERO AND COMET

Other Ford Car Parts Catalogs

1960-70 Falcon/Ranchero 1960-64 Galaxie
1932-48 Ford/Merc
1949-51 Ford/Merc 1965-72 Galaxie/Full size
1952-56 Ford/Merc
1957-59 Ford/Merc 1962-79 Fairlane/Torino
1955-66 Thunderbird



ORDER PARTS OR CATALOGS TOLL FREE
1-800-476-9653

4140 Concord Parkway So.
Concord, NC. 28027
tech information: 704-786-8139 Email: info@dennis-carpenter.com

Classified Ads (con't)

—Continued from page 11

Parts Wanted

Looking for the following original parts for a 260: Oil Filter Cap, Heat riser tube, PVC Valve, PVC hose, PVC Grommet, Two Barrel Carburetor Spacer kit, Water Pump Pulley, Crank Shaft Pulley, Fan Shroud, Clutch Equalizer Bar, Release Lever 61/2 inch, and a Muffler Inlet Pipe. Robert L Carpenter Sr., 910-358-0790 or rlcarpenter@coastalnet.com.

Trying to restore a 1963 Ford Falcon Ranchero that had a deluxe interior. Need the trim pieces for the padded dash, the trim pieces for the arm rests, the hook for the jack, and a good radio and antenna. Parts must be in good or better condition. No junk, I have piles of that already. Please contact Rana Schmitz, P.O. Box 6484 Bakersfield, CA 93386. 661-872-1527 or jschmitz@lightspeed.net.

Hi performance exhaust manifolds or headers for a 1999 5.0 Explorer engine with GP40 heads installed in a 1964 Falcon. Stock manifolds will not clear the spark plugs and the shock towers will not be altered. Please respond to Wayne Rollins at 865-856-3030. TN.

Looking for an original V8 automatic 1964 Falcon radiator. Condition unimportant, as long as the top tank has the proper date code and parts identification. Radiator top tank must have an "11-63" date stamp and a "C4D_" or a "C4Z_" parts ID stamping. Roger Carter, rlcarter72@rconnects.com. OR.

WANTED - The trim pieces that ran across the back of a 1963-'64 Falcon hardtop, and probably Comet, with a vinyl roof or (maybe) two-tone paint. This included three or four pieces, two plated corner pieces with three mounting lugs on the back that were located where the rear window meets the top of the rear fender, probably part #C3DB-63517A30

and 31, and either one or two stainless pieces that ran across between the window and deck lid. Call Glenn, 541-336-1100 or gh666@earthlink.net. OR.

Looking for an overdrive unit for a Fordomatic 2 speed automatic transmission. This unit was manufactured by the E.J.B Company of San Gabriel California in 1961. It was called "Honamatic" by the manufacturer and it bolts on to the rear end of the transmission. Please call Joe Tatti in Ontario Canada at 905-335-2834 after 6:00 pm EST.

Carburetors - part # on air horn C8OF-AB & C8OF-AA. FE distributors - part #

on housing C8OF-D, C8OF-E, C8OF-H. The parts must be in excellent condition either used or NOS. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416 . 314-351-1789 or kslitteken@aol.com.

Four 14" simulated wire wheel covers for 64/65/66 Falcon or 63/64 Fairlane, part number C3OZ-1130-K, red centers with Ford crest. Jim Elliott, jim_celliot@bellsouth.net, or 225-343-6900. LA.

A set of backing plates for a 1963 V8. Ed Watts, 856-589-5209 or falcon_1963@verizon.net. MD.

1960-1970 FALCON

Contact us for your Falcon parts.
We stock ornaments, rubber weatherstrips, bumpers, grilles, steering, brake and suspension parts. Interior trim, mirrors and manuals. Please mail in for your Falcon parts catalog today.



311 EAST WASHINGTON AVE.
P.O. BOX 787
NASHVILLE, GEORGIA 31639 USA
Phone: 229-686-2470 Fax: 229-686-7125

www.obsoletereliableparts.com

The Mighty...

—Continued from page 4

Before he chose to conquer Pikes Peak, Keith's first 10 years of racing was done on closed circuit, road-race courses from coast to coast. He has raced at Limerock (CT), Hallet (OK), Miller Motorsports Park (UT), Pikes Peak Int. (CO), Portland Int. (OR), Willow Springs (CA), and Phoenix (AZ), among others. Keith approaches the racing situation from a "sleeper" standpoint. On the first practice, he goes slow, drives the course and runs on used tires and 7 inch rims. As practice goes on, he steps up the speed and intensity. On Sunday, for the feature event, he puts on the "sticker" tires—new tires, never run. The race day combo is 15 x 8 Torque Thrust Ds with Goodyear Blue Streak road race tires.

There are four or five races on a weekend. Sunday afternoon is the feature event. He spends his time in the races prior to the main race, figuring out the track and tires while watching the other drivers and how they are handling in the corners and

—Continued on page 14



Steering Box, master cylinder and shock tower



Shock tower reinforcement



Narrowed springs and mount



Roll bar with headrest



Pannard bar and rear end stabilizer



Race prepped 289 block



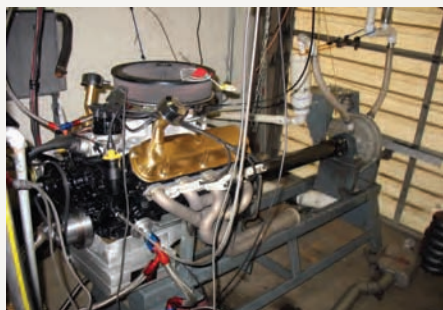
Front sway bar and mount



Disc brakes with ducting



Dashboard with Sprint steering wheel



Ford engine on dyno



Headers and parts bin



10 quart oil pan

The "Mighty"

—Continued from page 13

the straights, watching the competition and assessing them. By the time for the finals, he is ready and knows and understands his competition and the track.

Keith wants "The Mighty" to look as close to stock as possible. He's a stickler about that. The Mighty has all of the original chrome and emblems in place, including the original Sprint horn ring. He could cut the wheel wells but chooses to massage them only slightly for a stock appearance—can you say "sleeper?" In the earlier years, once he retired the car from the street he used to tow his car on a trailer with an old Ford truck with a busted gas gauge. He carried extra gas in cans, just in case the tow vehicle ran out of gas. The mufflers on the truck were blown out with no air conditioner or other amenities. He towed The Mighty for years with this dubious combo. He says that people would point to the truck/race car combination and laugh at him as he entered the race track. Little did they know. After several years of this he bought a reliable diesel truck to tow with.

As an example of looking stock, lightweight Lexan windows were installed for a considerable weight savings. In auto racing, cutting pounds is key to going faster. Keith didn't like the way the Lexan windows looked and it wasn't stock. So he put the original heavy FoMoCo glass back in. All of the original door and window handles are in place and function as they are supposed to. There are a couple trick bends in his roll cage to clear the original handles and to clear the windshield wiper motor under the dash. Yes, the windshield wipers work.

The competition has a low expectation of The Mighty because of its original appearance, an historical utilitarian economy car mindset and the scarcity of Falcons on the race-

tracks.

Keith describes his beginnings in racing as a "boy and his pony." Walt Hane of EPS is the "Zen Master" as Keith puts it. Walt is the 1966 S.C.C.A. National Champion in B production driving a Shelby GT 350. Walt and his son Chip, have been tweaking these small block Mustangs since the 1960s. They are the Masters.

Walt's race car development program stresses that the car and driver should develop together. The development program is as follows in the order of importance.

1. Brakes and safety.
2. Driver development.
3. Wheels, tires, suspension and chassis set-up.
4. Gearbox & shifting.
5. Motor last.

This sequence applies to both small and large budgets and must be followed no matter what the time frame.

At first, Walt and Chip built The Mighty with stronger brakes and springs and slight beefing of the uni-body. The first engine was a basically stock 260 with a two barrel carburetor. He practiced and competed with this beginner car and engine. As Keith improved as a driver, a better car was developed. He ran with the "back markers," sports car talk for the slow cars in the back of the pack, for years while gaining experience.

After blowing up his original 260 motor, he installed a "well-used" 289 motor from an old Jeep. He raced the 289 for one season and it blew up at the Enduro, the Fall race at Pueblo. At that point, Keith told Walt, "I'm ready to make this a race car."

Walt replied, "Take the car to the alignment shop



Mike Rogers

Race to the Clouds



and get it squared up. Strip all of the glass, interior, chrome, handles, rubber, and suspension parts off of it. Gut it completely. Unbolt everything that will unbolt. Take it to Golden Metal Stripping and then bring it to me."

The body was dipped to get all of the undercoating, sealer, paint, and Bondo off of the metal. It was dipped in a caustic solution for one week. The body was not acid dipped.

After dipping, the car was put on a rotisserie at EPS where sheet metal, wheel openings, shock towers, jack points and other areas were modified and strengthened.

An eight point chrome-moly roll cage is custom fit in the Falcon to clear all window cranks and the wiper motor. It's very well done.

An original Ford export brace, Monte Carlo bar and under engine brace were added for front end strengthening. The car is painted in PPG epoxy Wimbledon White. The car is painted white with three numbers in tribute to the original Monte Carlo Falcon Sprints of 1963.

After four years of racing, it was decided that Keith was ready for a 289 race motor, built to 1965 Cobra specs. Each year more and more horsepower is found in the little 289. At this point, horsepower is 400 plus. The car weighs 2800 pounds in race trim.

Keith uses a 1965 289 iron block bored .040 over. The oil galleys going to the top end of the block are restricted to give crankshaft priority oiling.

The bottom end of the motor has to be bullet-proof. This is because the bottom end helps to accelerate and decelerate the car. The bottom end is girdled. An engine girdle ties the crank end caps and the block together to avoid flexing and contorting under extreme pres-

—Continued on page 16

Mike Rogers photos

The "Mighty"

—Continued from page 15

sure. In a road-race car, the engine helps you slow down, along with the brakes when approaching a corner, i.e. downshifting. In an average race, the transmission will go through 1,500 gear changes. Hence, the need for an engine girdle.

The 1965 289 iron block has a forged steel Lunati crankshaft, forged Trans-Am-length, steel rods and custom pistons with racing rings, an Aviad 10 quart oil pan, along with a stock Ford oil pump, which has been blue printed and safety wired, keeping the engine lubricated. A Holman and Moody, aluminum high rise single four BBL manifold tops out the motor. The carb is a Holly 600 CFM fully spec'ed out on the dyno by EPS. It has vacuum secondaries that keep the motor from bogging down when accelerating out of a corner. The camshaft is a $\frac{3}{4}$ race grind, not too crazy, with flat tappet lifters. Roller lifters are not allowed per 1966 SCCA specs.

1965 289 iron heads are used. Porting and larger valves are allowed. The Mighty uses the original chrome Sprint 260 valve covers and a timing chain, not gears, and a stock 1963 front cover for a stock look. The radiator is a big block Galaxie unit with an integrated oil cooler. Oil and water temps are comfortable at 240–260 degrees for oil and 210–220 for the water. The Galaxie unit gets the job done.

The transmission is a Ford iron case "top-loader." It's a close rate unit with a 2:32 first gear. A-1 Transmission in Denver inspects the transmission after every race. A lightweight aluminum flywheel is used and a Hurst Competition Plus shifter tops out the unit. A standard steel drive shaft connects everything to the narrowed nine inch Galaxie big tube housing. Ratios may vary from track to track from 4:11 to 4:88s. Mark Williams 28 spline axles are used along with a Detroit Locker. All of that



Keith Davidson's 1963 Sprint followed by Robert Ames' 1966 Porsche. Mike Rogers photo.

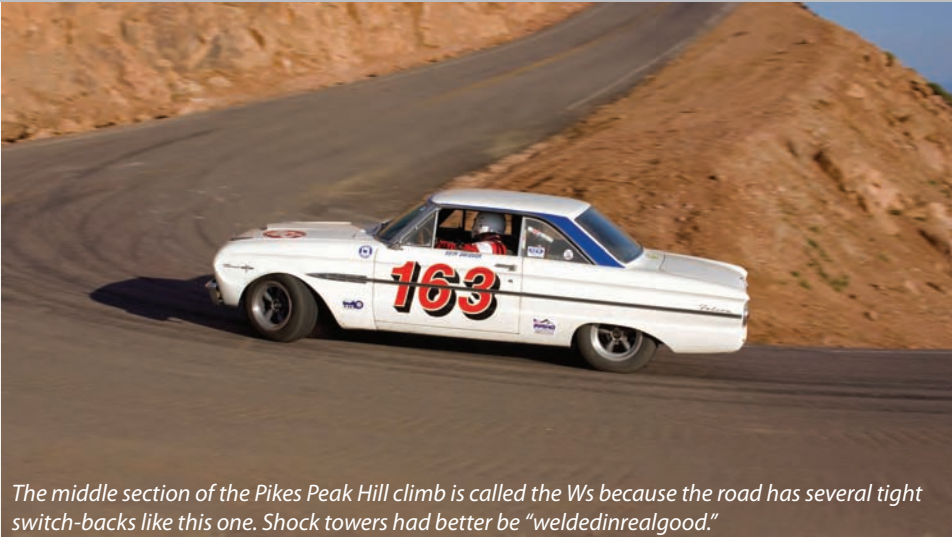


The Mighty and E-type



Keith Davidson's 1963 Sprint and Chip Hane's 1965 Mustang. Mike Rogers photo

Race to the Clouds



The middle section of the Pikes Peak Hill climb is called the Ws because the road has several tight switch-backs like this one. Shock towers had better be "welded in real good."

Mike Rogers



The driver searching for traction in the dirt on approach to "Bottomless Pit." This section is now paved. Woolnough photo



Mike Rogers

At the Ski Area (elevation 10,000 feet) about a third of the way up. This photo was used for the die-cast model of The Mighty.

makes for a pretty stout unit.

Shelby 10 x 2½ inch brake drums are used on the rear. These are stock Fairlane station wagon rear brakes. That's where Shelby got 'em from, right out of the Ford parts bin. 11" Ford disc brakes are used up front.

Steering is achieved through a quick ratio, 16 to 1, steering box shortened to work in a Falcon.

The Mighty's exhaust headers have advanced from the old 1960s Tri-y's through many systems to a new Tri-y type with a unique design for Keith's specific engine configuration. They make more horsepower everywhere, with a desired peak, up in the middle of the important RPM mid-range, for improved launch out of the corners. Even the exhaust pipes and mufflers have been tuned for a considerable horsepower increase. Yes, they run through the mufflers, Flowmasters.

The Mighty has an EPS suspension package, which includes front A arms, springs, Koni shock absorbers, sway bar, rear springs, panhard bar and traction control. The panhard bar links the differential to the frame and prevents the rear from moving laterally with the leaf springs.

One of the most unique aspects of the suspension package is factory A arms which have been strengthened and reconfigured to promote tire clearance and improved suspension geometry. They look completely stock.

Suspension is soft and compliant and designed for the weight of these cars to:

1. Allow the body to roll.
2. Keep the tires on the ground.
3. Front alignment set at five degrees caster promotes weight transfer from the outside to the inside tire.

When the car is loaded to the

—Continued on page 18

The "Mighty"

—Continued from page 17

outside corner, the alignment and suspension transfers the weight to the inside tire which increases grip on the front two tires.

The Mighty uses a one inch sway bar on the front and a pannard bar and traction control on the rear.

Narrowed leaf springs are used on the rear for better tire clearance.

Working under 1965 rules and using 1965 parts is an engineering challenge that Keith relishes. It is very limiting and forces you to seek horsepower and handling in places that you thought you had exhausted. It also puts more emphasis on driver skill.



Rodney, Chip, Grant, Keith and Walt on the first morning of practice on Pikes Peak 2010. As Monster Tajima would say "Good Grrraavell!" Hane photo.

James H. Dottling, Ltd. FALCON CONNECTION 1960-1965



PARKING LIGHT HOUSING



**TRUNK
LOCK
ASSEMBLY**

SHOP MANUALS



**Ask
for
our
Free
Catalog**



EMBLEMS



MOUNTS

800-888-2473 Orders
602-997-9285 Info
602-997-0624 Fax

Official Licensed Product
Ford Motor Company

Thunderbirdconn@aol.com

728 E. DUNLAP
PHX, AZ 85020

Race to the Clouds



Spectators are an integral part of the Pikes Peak International Hill Climb. They line the course and congratulate the drivers as the competitors come off the mountain.



Keith and The Mighty after setting a Pikes Peak Hill Climb record for the Vintage Division in 2009. Davidson photo

The Pike's Peak race is a week-long experience. On Tuesday, drivers and cars are registered and go through a technical and safety inspection per USAC rules. At 5:00 PM the mandatory drivers meeting is held. On Wednesday they practice on the top one-third of the racecourse, approximately 13,000 feet to the summit at 14,110. The cars are allowed to practice from 5:30 AM (sunrise) until 8:00 AM. Then the road is opened to the public so that they can drive to the summit. On Thursday morning, from sunrise to 8:00 AM, the racers practice on the bottom third of the course. This is approximately 9,500 up to 12,000 feet. Friday morning, they practice on the middle section, called the "Ws", approximately 12,000 to 13,000 feet. Practice is over at 8:00 AM, and again the road is opened to the public. There is no practice on Saturday and all cars get their final tune-up. Saturday evening, the top qualifying cars in each class are put on display in downtown Colorado Springs, right on the main drag. Over 20,000 people make this event a true street party in celebration of the hill climb.

The race day experience is a thing of beauty, akin to a religious experience—something you'll never forget. It's rise and shine at 2:00 AM. The race cars and equipment are all ready from the night before. Race cars go up to the starting line first and must be there before 4:00 AM, when the spectator gates open.

The spectators have a very similar regimen. Having slept in their cars all night they wait for the gates to open at 4:00 AM to begin the trek up the hill. Spectators drive the course to stake out a spot on the hill and get their cameras, lawn chairs and beer coolers ready.

—Continued on page 21

“That’s It Green”

The Mean, Screamin’ Machine

By Ted Boothroyd



Best not to call it “lime green” around the owners, Jay and Peggy Page... They spent too much time trying to find the perfect green for this car. When they found it, they declared, “THAT’S IT!”

When I first laid eyes on this little number, it was cruising down Main Street in Moab, Utah. Cars were beginning to gather for one of my favorite weekend car shows. As a fairly ordinary summer car show in a not so ordinary small town, we did not expect to see any Falcons. But my brother-in-law, Vern, and I were in my ‘64 Ranchero and after spotting this car, we decided to whip a quick U-turn to try to catch up with it. It was certainly a beauty on the street, but



—Continued on page 28

The "Mighty"

—Continued from page 19

The line of spectator cars goes down the mountain from 9,500 feet to 7,000 feet. It's a solid stream of headlights up the mountain as they navigate to their favorite vantage point along the course. The course is 12.5 miles in length with people at every turn. People come from all over the world to spectate and race. Rodney Woolnaugh, and his son Grant, both from Tasmania, Australia came in 2010 and helped Keith with his race car. The Woolnaughs race a 1963 Falcon, down under. The Falcon community is so much larger that we can imagine.

The excitement on race morning is electric and the sunrise on Pike's Peak is too cool! It's a clear, crisp, sunny day, with the scent of pine trees and race gas wafting through the air—the sweet smell of race day. The big rigs are unloading the Unlimited Class cars, engines are warming up, racers are getting ready and making their final adjustments. The adrenaline is at a fever pitch. It'll 'bout make your heart jump out of your chest.

The paddock is in the pine forest at the starting line, 9500 feet. Numbered white paper plates are attached to the pine trees to designate your pit area. Generally the cars get the same pit area year after year. The race cars, except the Unlimited Class, have to all drive up to the starting area in the dark to precede the spectators. There's a drivers meeting early Sunday morning. Many times at these meetings, previous race winners and notables are in attendance such as Andretti, Unser, Dallenbach, Papis, Groendike, Parnelli Jones and Pete Brock. Wow! What a strong fraternity of racers!

9:00 AM is race time. Spectators mob the race cars at the starting line. The Vintage Class Stock cars race first, in qualifying order. The cars leave at one minute intervals. As the cars leave the starting line, they fishtail for 50 or 100 feet before getting traction and soon disappear around the corner. The different classes continue to race throughout the day. At anytime, the "big boys," the Unlimited Class, can decide that NOW is the best time of day for them to achieve their fastest time. They pre-empt all other classes. Racing is stopped and the Unlimited cars pull to the starting line. They get to decide when to race because they are the feature cars, the fastest, and they get the newspaper headlines. Some of the factors that the Unlimited Class crew chiefs take into account for this decision are temperature, track conditions, winds, and approaching weather. For the last several years the Unlimited Cars have been trying to break the ten minute barrier. Maybe this is the year? After this pre-emptive strike, racing continues for the remaining classes.

At about 2:00 PM it usually snows or rains on the mountain. Racing is usually concluded by 3:00 PM. All of the race cars that have reached the summit are impounded. There is no way down until the final racer reaches the finish line. It's usually very chilly at the top; racers carry gloves, hats and down jackets in the trunks of their race cars to deal with the 50 degree temperature drop from the start to finish.

Race to the Clouds



Vendors sell sandwiches and sodas for the racers to eat while waiting and watching the other cars as they come around Olympic Corner to get the checkered flag.

Last year, Max Papis, a world-renowned road-racer approached Keith at the top of the mountain and asked who was driving "the Falcon" Keith said, "I was." Max reached out and shook Keith's hand and said "Nice driving; I like the way you go through the corners."

Moments later it was announced that Keith took First Place among the 15 competitors in his class.

After all the racers have reached the summit, they regroup and form a single file line. It's another mob scene as excited spectators line both sides of the road as the race cars start their slow descent. They take photos, high-five the drivers, give thumbs-up, and just want to touch the cars and drivers as they pass by. It's an enormous show of appreciation from the fans as they share their excitement with the drivers. The first year that Keith raced the mountain, he didn't know about this ritual that happened on the way down. He said that he was "completely overwhelmed" and had tears in his eyes the whole way down to the starting line.

The awards ceremony is held at the starting line. Winners are announced and given their awards to the cheers of the excited spectators. Keith has experienced a podium finish every time in his racing career at Pikes Peak.

Some racers will say it's the horsepower, some will say it's the challenge of the hill; but all the racers know and appreciate the dedication and enthusiasm of the spectators that keep them coming back year after year for the "Race to the Clouds."

Keith and The Mighty will be at the annual FCA convention in Steamboat Springs, Colorado in July.

Check the web for Evergreen Performance Systems, Pikes Peak Hill Climb, Rocky Mountain Vintage Racing, SCCA, and Sunstar Toys (USA collection #4551). Check out You Tube; The Mighty is all over it. Key in The Mighty, or 1963 Falcon Sprint, or Keith Davidson.

Ronnie Crawford (FCA #4790) is a frequent contributor to The National Falcon News. His article on Ford's 100th anniversary was a favorite of FCA members. He has served as a member of the Board of Directors and FCA Historian. "Falcon Central" is located in Denver, Colorado.

FCA REGULARLY SCHEDULED CHAPTER MEETINGS

Alamo Chapter
San Antonio, TX
 2nd Sun.-monthly
 Pig Stand, 1508 Bdwy.
 San Antonio TX
 (210) 626-2050

Arizona Chapter
 Phoenix, AZ
 2nd Sat. except June,
 July, Aug. at Berge Ford,
 460 E. Auto Center Dr.,
 Mesa, AZ
 (480) 888-0589

Bluegrass Chapter
Louisville, KY
 2nd Sat. Every 3 months
 4:30 PM at Shoney's at
 Fern Valley Rd.
 (502) 231-8715

Blue Ridge Chapter
South Carolina
 3rd Sun.-monthly
 Greer, SC
 (864) 879-1060

Capital City Chapter
Austin, TX
 3rd Sat.- monthly, 4 PM
 (512) 670-0544

Carolinas Chapter
Charlotte, NC
 1st Mon.-7 PM
 Holiday Inn Express
 Hotel, 2491 Wonder
 Dr., (Exit 60: I-85)
 Kannapolis, N.C.
 (704) 736-1920

Central California
Falcons
Bakersfield, CA
 1st Tuesday 6:30 PM
 Marcia's house,
 5304 Southshore
 (661) 587-8539

Central California
Falcons
Fresno, CA
 3rd Thursday at
 Applebee's in Clovis, 98
 Shaw Ave. 7:00 PM
 (559) 322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
 1st Tue. 7:30 PM
 Cafe Hotel, Melbourne
 9369 1574

Founder's Chapter
Arkansas
 2nd Sat.- monthly
 (501) 605-1370

Gateway Chapter
St. Louis, MO
 4th Sun.-monthly
 (636) 677-4670

Golden Gate Chapter
San Francisco, CA
 2nd Sat.-Odd Months
 (408) 293-5848

Hoosier Chapter
Indiana
 1st Sun.-monthly
 Edwards Drive-In
 2126 S. Sherman Dr.
 Indianapolis
 (317) 786-1638

No Matter Which You Like...



J.C. Taylor Insurance
has you covered.



With policies for antique and custom vehicles, and over 50 years of experience in the collector auto industry, you can be sure that your pride and joy has the protection it deserves.

J.C. TAYLOR
 Antique Automobile Insurance

J.C. TAYLOR
 Modified Automobile Insurance

Get a FREE quote online:
www.JCTaylor.com

To speak with a representative, call: 1-888-ANTIQUE (1-888-268-4783) or
 1-877 HOT RODS (1-877-468-7637)

FCA REGULARLY SCHEDULED CHAPTER MEETINGS

Lone Star Chapter Mt. Pleasant, TX

3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter Detroit, MI

1st Sun.—bimonthly
Holiday Inn Southgate,
17201 Northline Road,
Southgate, MI
(313) 382-2993

Mid America Chapter Kansas City

2nd Fri.—monthly
(913) 592-3571

Mile Hi Chapter Denver, CO

3rd Fri.—monthly
(303) 857-9360

Music City Chapter Nashville, TN

Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter New England

3rd Sat.—monthly
northeastfalconchapter.
com
(952) 334-1654

Northland Chapter Minneapolis, MN

2nd Sat.—odd months
(952) 334-1654

Rainier Chapter Seattle, WA

3rd Wed.—monthly
except Dec., Feb. Varied.
RainierFalcons.com
(206) 290-3093

River City Chapter Sacramento, CA.

2nd. Sat. even months
12:00 PM, Round Table
Pizza
1566 Howe Ave
Sacramento, Ca.
(209) 957-0974

So-Cal Falcons Pasadena, CA

2nd Saturday, bi-monthly
(805) 583-4403

Sooner Falcons Oklahoma City

3rd Sat.—monthly
(405) 820-4808

Sonoma County Santa Rosa, CA

1st Thurs.—monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun.—monthly
(770) 887-6268

Space City Chapter Houston, TX

2nd Sat.—monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club Roanoke, VA

Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons Richmond, VA

2nd Sun.—even months
(804) 739-1615

Wheat State Chapter Wichita, KS

1st Sat.—even months
(316) 838-7487

Wild West Falcons Chapter

Western Colorado
Meetings Quarterly
Call for dates & locations
Ted (970) 314-2498

NEW RADIO FOR 1964-65 FALCON WITH DELUXE INTERIOR



RAD100C
shown on
'64 Dash
bezel.
Bezel not
included.

This is the one you've been waiting for! Replace that old worn radio with an up-to-date model that features:

- USB flash drive
- push-button preset select (4AM / 12FM)
- manual and seek auto tuning
- front and rear fader control
- separate bass / treble control
- left and right balance control
- auto antenna power lead
- auxiliary input for iPod
- LCD display with green back lighting
- clock / time frequency selector

**NOW
AVAILABLE!**

100 Watts
RAD100C

\$249.95
each

200 Watts
RAD300C

\$289.95
each



PO BOX 1100FA
New Market, VA 22844
1-800-228-7346
www.autokrafters.com

© Copyright 2011 Auto Krafters, Inc. All rights reserved. Prices subject to change without notice.
Prices do not include shipping and handling.

FALCON CLUB OF AMERICA ANNUAL CONVENTION UPDATES

IMPORTANT HOTEL NEWS!

The Steamboat Grand (877-306-2628) is FULL ! You can call to see if there are any cancellations, but the backup Hotel is the Sheraton Steamboat Resort.

Sheraton Steamboat Resort
2200 Village Inn Court • Steamboat Springs, CO 80487
970-879-2220 ask for "Group Sales"

Group rate is \$105/night + \$20.00/night resort charge
The rates are good for July 9-21st.

Please be sure you mention that you are with the Falcon Club when making your reservations.

Visit Your Falcon Club Store

FEATURED ITEM:
Falcon Club of America Golf Shirts
\$25 + \$5 S+H
Available in Red, White and Blue.
Just think American Flag for the colors.



Call 228-466-4349 or
email falconclub@aol.com
to order.

The Falcon Club Store
Thanks You for
Your Support!



Need Extras of TNFN?

A limited number of extra copies of The National Falcon News are available for \$3. each to cover shipping and handling. Please request extra copies soon after publication date, they can run out rapidly. Please make checks out to FCA and send to the Editor at the address on page 5.

If you did not receive your monthly copy and your dues are up to date, there is no charge to be mailed a replacement. Please allow plenty of time before requesting a replacement, bulk mail can take up to three weeks to be delivered.



Not Receiving Your Magazine? Address Changed?

Please address all membership matters to Corresponding Secretary Denise Sword. Her information is on page 5.

Calendar of Events

JULY 14-16: FCA NATIONAL CONVENTION, STEAMBOAT SPRINGS, CO.

The Mile Hi Chapter invites you to join us for the 2011 National Convention, which will be held in Steamboat Springs, Colorado. Steamboat Springs is located Northwest of Denver, Colorado in the Yampa Valley along the Yampa River, it provides many outdoor activities, shops, and a number of historical sites. Steamboat's elevation is only 6,695 feet making it the lowest elevation of any major mountain resort in Colorado and over 3,100 feet lower than Breckenridge, CO where the 1999 Nationals were held. The daily temperature varies greatly with the average high temperature in July of 82 degrees and the low of 41 degrees, so bring a hat and sun screen for the days and a light jacket or hoodie for the evenings.

There are many activities in the Steamboat area the following is a partial list: hiking, shop historic downtown, kayaking, enjoy one of the 79 restaurants, tubing, ride the gondola, golf, visit historic Clark, CO, white water rafting, attend the rodeo, fishing, watching wildlife, enjoying the mountains. Most of the outdoor activities have guides or training available if it is your first time for that activity. For more information about the Steamboat Springs area contact the Chamber of Commerce at 877-754-2269 or at their web site, [.steamboat-chamber.com](http://steamboat-chamber.com). For more information please contact Blake Philpot at 303-748-3211 or email blakphi@hotmail.com. Registration in this issue.. Register now!

AUGUST 12-13: FIFTH MASON DIXON CHAPTER REGIONAL

At The Ramada Inn Conference Center, 1700 Van Bibber Road, exit 77A off I-95, Edgewood, MD 21040. 410-679-0770. The rate if booked prior to 12 July is \$73 + tax and includes deluxe Continental Breakfast. The rate extends from 11-14 August for those of you wishing to tour elsewhere during your stay here. Places such as: Baltimore with its inner harbor charm, Washington D.C. and the many museums, or Lancaster, Pennsylvania and the Amish experience are all easy day trip possibilities. Your Meet Registration includes our hospitality room that serves enough goodies to keep you at the show vs. having to go somewhere for lunch. Games for the whole family on Saturday afternoon, door prizes, plus we will be having our legendary Ice Cream Social Saturday evening followed by the Awards Presentations. The awards are being done later than usual (8 P.M. or so) allowing everyone to make their own dinner arrangements. We will have info available for a few restaurants that are close by. If you would just like "fast food" there are a few of those within walking distance. As a point of reference for those who have never attended our Regional; White Marsh Mall/Outlet Center is about 8-10 miles south on I-95. Also we have a brand new Hollywood Casino located in Perryville, MD just a few miles north of our show site. Please register before July 1 as the show committee will be away for the FCA National and an extended road trip for most of July. This is shaping up to be a great event and we do hope you can come and enjoy the show! Use the form in this issue to register now!

AUGUST 20-21: 13TH ANNUAL NORTHEAST REGIONAL MEET

The meet will be held at the Puclick House in Sturbridge, Massachusetts. See www.northeastfalconchapter.com for details. Use form in this issue to register now!

SEPTEMBER 23 & 24: MID AMERICA REGIONAL MEET, LENEXA, KS

The Overland Park Crowne Plaza Hotel, 12601 West 95th Street, Lenexa, Kansas, exit I-35 at 95th Street, Lenexa, Kansas 66215. 913-217-1000. The rate booked prior to August 24 is \$75 + tax. The rate extends from September 20-27, for those of you wishing to tour elsewhere during your stay here, places such as the Kansas City Downtown area, including the Power & Light District with its many restaurants and shops. Meet Registration includes our hospitality room which serves enough goodies to keep you at the show vs. having to go somewhere for lunch. There are also many restaurants nearby. We will have games for the whole family on Saturday afternoon, along with door prizes. We will be serving hot dogs, chips and sodas/water on Friday afternoon. There will be an Ice Cream Social Friday evening. Awards Presentations will be made on Saturday at 3:00 PM. Oak Park Mall is close by with a free shuttle from 9:00 AM until 5:00 PM. The hotel shuttle will take you anywhere within a 6 mile radius, and the World famous Bass Pro Shop is 4 miles away. This will be a great event and we do hope you can come and enjoy the show. We look forward to seeing you, so make your plans and get registered. Use the form in this issue.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.

Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please. No exceptions.

National Convention Schedule of Events

Wednesday, July 13, 2011

12:00 PM – 4:00 PM	Early Registration
12:00 PM – 4:00 PM	Car Wash
10:00 PM – 6:00 AM	Security

Thursday, July 14, 2011

7:00 AM–7:00 PM	Car Wash
7:00 AM–10:00 AM	Hospitality
9:00 AM–5:00 PM	Registration
9:00 AM–5:00 PM	Club Store
10:00 AM–2:00 PM	Picture Parade
10:00 AM	Skill Driving Challenge
2:00 PM	Ladies Tea
7:30 PM	Ice Cream Social

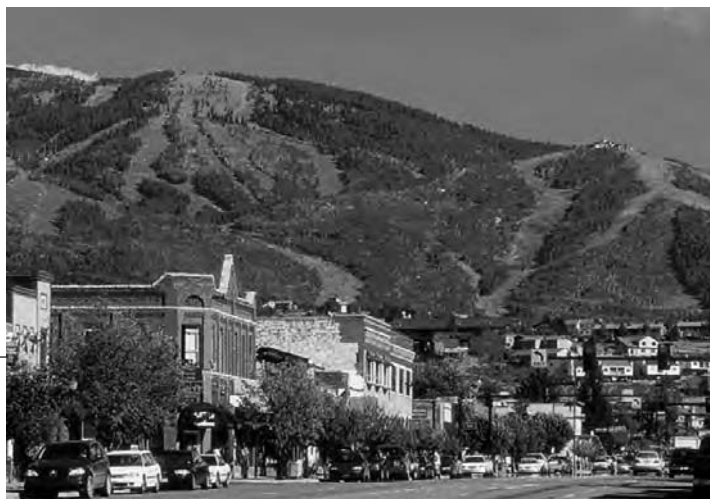
Friday, July 15, 2011

7:00 AM–7:00 PM	Car Wash
7:00 AM–10:00 AM	Hospitality
9:00 AM–5:00 PM	Registration
9:00 AM–5:00 PM	Club Store
10:00 AM–2:00 PM	Picture Parade
11:00 AM	Elk River Run (1st flight)
1:00 PM	Elk River Run (2nd flight)
5:45 PM	Caravan line up for Rodeo
6:00 PM	Shuttle to the Rodeo
6:30 PM	Optional Barbeque at Rodeo
7:30 PM	Rodeo

Saturday, July 16, 2011

7:00 AM–7:00 PM	Car Wash
7:00–10:00 AM	Hospitality
8:00–10:00 AM	Registration
9:00 AM–5:00 PM	Club Store
10:00 AM–2:00 PM	Picture Parade
11:00 AM–1:00 PM	Voting
10:00 AM	Valve Cover Races
2:00 PM	National Business Meeting
6:00 PM	Banquet doors open
6:30 PM	Program welcome
7:15 PM	Awards Presentation

Ladies, don't forget to pack your western or red hat for your special Thursday Tea event at 2 PM. Send your reservations and the number in your group, with your check for \$12 per person, to Mile Hi Chapter, c/o Jan Brown, 4147 WCR 31, Fort Lupton, CO 80621. Special entertainment and door prizes are planned for your enjoyment. Don't miss it!



FALCON CLUB OF AMERICA HEARTLAND REGIONAL

Hosted by Mid-America Chapter



Overland Park Crowne Plaza Hotel
Lenexa, Kansas
September 23rd & 24th, 2011



Registration Form

Name: _____ Spouse/Guest: _____
Address: _____ City: _____ State: _____ Zip: _____
Phone: () _____ e-mail: _____ FCA #: _____

Vehicle Information

Year _____ Model _____ Body Style _____

AWARDS will be presented for: **Top 25, Best of Show, Ladies Choice, Oldest Falcon, Longest Distance**

Costs:	Prior to 9/1/11	After 9/1/11	QTY	Remittance
First Vehicle	\$20	\$25	_____	\$ _____
Additional Vehicle	\$15	\$20	_____	\$ _____
No Vehicle	\$10	\$15	_____	\$ _____
Show T-Shirt	\$15	S _____ M _____ L _____ XL _____ XXL _____	_____	\$ _____
SWAP MEET	NO CHARGE			

Make check payable to: Mid-America Falcons

Total \$ _____

Mail registration and check to: Colleen Ellis, 17860 168th St., Bonner springs, Kansas 66012
E-mail: jandcellis@sbcglobal.net or Call at 913-724-2553

Liability release must be signed to complete registration: It is understood that neither the Falcon Club of America nor the Mid-America Chapter of the Falcon Club of America assume any responsibility for loss or damage of car or property during this event.

Signature _____ Date _____

Host hotel: Crowne Plaza, 12601 West 95th Street, Lenexa, Kansas 66215. Special rate: \$75.00 per night (plus taxes). *You must mention The Falcon Club to obtain this rate.* This rate will be available 3 days before and 3 days after the event. Cut-off for hotel reservations is August 24th, 2011. This is a non-smoking hotel.

Phone: Toll Free 1-877-270-1393. **Hotel Desk** is 913-217-1000. **Web site:** <http://www.cplenexa.com/>

“That’s It Green”

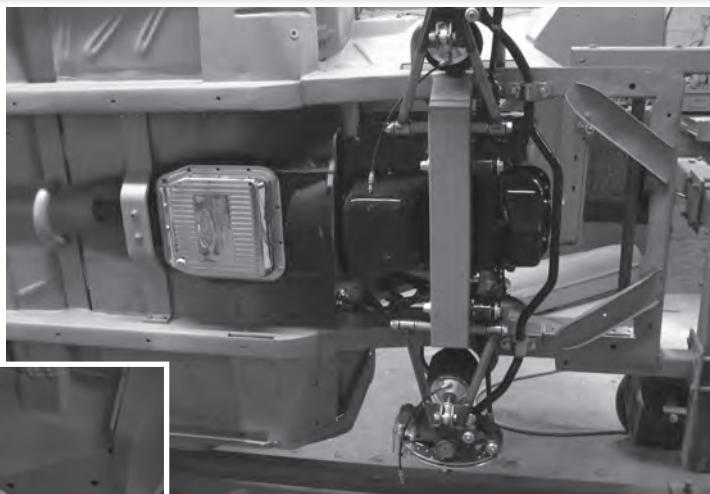
—Continued from page 20

up close it blew us away. We managed to keep our eyes on it long enough to see that it had turned into a motel driveway several blocks down the road.

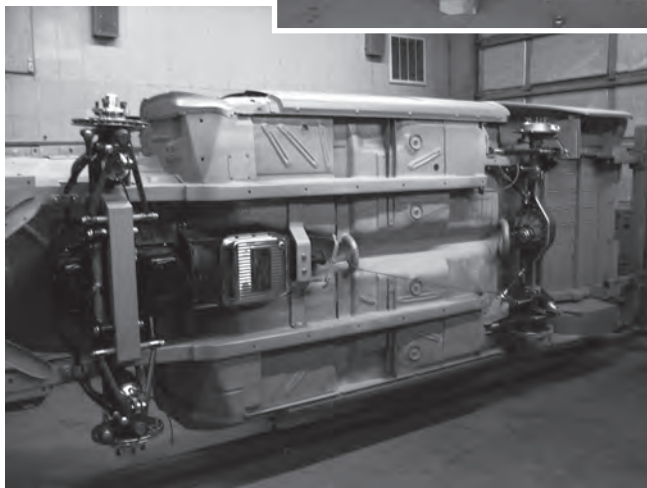
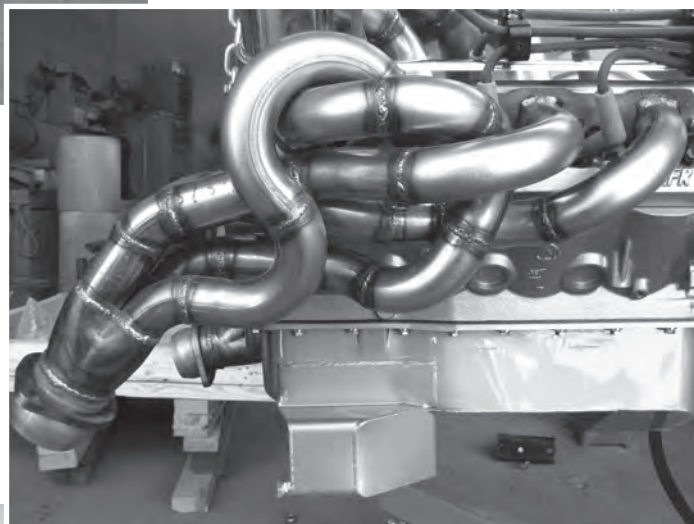
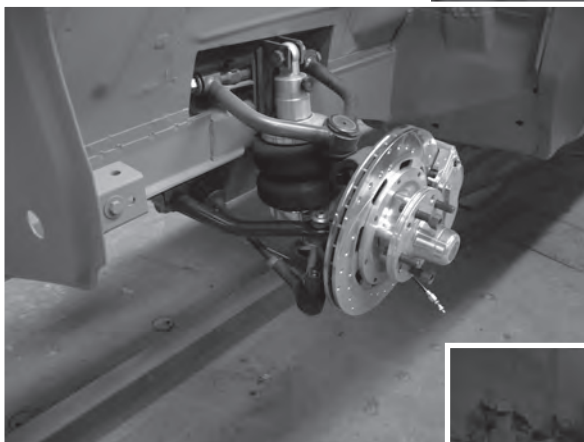
Owner/builder Jay Page was just locking her up when we pulled in to talk. Ever the humorous brother-in-law that he is, Vern commented to Jay, “Where’d you pick up this thing?” Ever the gentleman that Jay is, Jay smiled and invited us to tour the vehicle. Little did we know—we were soon to be utterly astounded. On the street it looked like one hell of a restoration, but up close, it was a striking work of automotive art. No I’m not kidding, this car is artwork.

As the story goes, Jay discovered this car while on a peaceful walk in a rural area near his home in Utah. Ostensibly it was just another old junker parked between two old sheds and in need of attention. For some reason, Jay felt a strong need to look into it as a project car for him and his son Jeff. Jay soon found that it was already sold to another party, but there was some hang-up with the exchange of money. After a little more follow-up and a bit of haggling, Jay and Peggy Page ended up as the new owner of this old woody wagon. It didn’t hurt that son Jeff just happened to be a master auto body craftsman. Between mom, pop and son, this beauty was transformed into an award winning example of automotive perfection. This car is what Ford Motor Company wishes it could produce as the new retro-Falcon, if only given the chance.

The photographs here may pique your interest at first, but the more you know about this car, the more you need to talk to the owner, see it, feel it and



Builder Jay Page has gone over every inch of this Falcon “work of art”



—Continued on page 30

QUALITY *Falcon* PARTS



1960-64 Falcon Wagon Tailgate Lock

This is a new trunk lock tumbler only, that fits your 1960-64 Falcon Wagon tailgate. A hard to find part that is now available!

TR60 ...60-64 Falcon Wagon Tailgate Lock..... ea 39.95



Car Cover with Logo

Ford Motor Company logos can be added to your new car cover. These black logos will help to personalize the cover, just add it to the order when buying the cover!



CC-EMB1 "Ford Motor Company Detroit" ...ea 29.95
CC-EMB10 "Ford Script" - Logo, Blackea 29.95
CC-EMB12 "Ford Crest" - Logo, Blackea 29.95
CC-EMB21 "Cobra" - Logo, Blackea 29.95
CC-EMB22 "Cobra Snake" - Logo, Blackea 29.95
CC-EMB24 "Ford Oval" - Logo, Blackea 29.95



289 & 427 Shelby Cobra T-shirts

White T-shirt with blue writing and picture of the 289 and 427 AC Cobra, the car that started it all for Carroll Shelby. Picture of a 289 or 427 Cobra on the hip, the number on the chest, and Shelby's signature on the back. Comes in sizes medium, large, and extra large.

DCT289 289 Shelby Cobra T-shirt ea 24.95
DCT427 427 Shelby Cobra T-Shirt..... ea 24.95

Dearborn Classics Flame Hat

Custom black hat with blue and silver flamed design and Dearborn Classics logo is one that you must have for your hat collection! These high quality caps have detailed embroidery and the attractive Dearborn Classics logo in blue



HAT-DC .. Dearborn Classics Flame Hat..ea 19.95

New Improved Website for 2011!

www.dearbornclassics.com

**Get the
NEW 2011
Falcon
Catalog!**



Follow us on
Facebook
and Twitter!



1-800-252-7427 • 5200 S. Washington Ave. • Titusville, FL. 32780

“That’s It Green”

—Continued from page 28

yearn. If you plan to attend the “Stampede to Steamboat” this July, you will have that chance. The Pages will bring this car to Steamboat Springs, and to be very subtle about it, this car will be a main attraction, but please do not tell Jay Leno about it. I hope you’ll forgive me for being so proud of this car. You see, we are the “Wild West Falcons of Western Colorado,” one of FCA’s newest and smallest chapters, and we are happy to count this car and the Page family among our members.

Let us digress from my pride, and look at what this car is all about. From top to bottom and back to front, this is a brand new car. Even if this would be your first time, get down on bended knee and start with a good look at the undercarriage. From there, work your way up to get a gander at the interior, paint, engine and accessories. This is the most striking Falcon I have ever seen—my opinion only. It is a 1963 Falcon Squire Wagon. If I had any clout in this world, I would invite you all to come and see it in Steamboat.

This little wagon has already racked up more awards than I can remember, but one important award was Best of Show at the 2009 “Hot August Nights” event in Reno, Nevada. The competition was only about 5,000 other cars. Oh yeah, one other minor accomplishment to mention. The Pages won the annual Jack Roush “Ford in a Ford” award. For this, the Pages won a brand new Roush racing engine with all the trinkets you could ask for. That engine has since been installed in their daughter’s vintage Mustang.

Check out these facts and figures about the car, then come to “Stampede to Steamboat” to see this piece of artwork standing at attention.

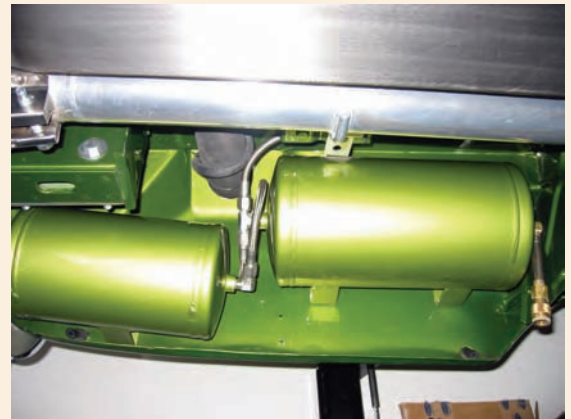
- 427ci Roush racing engine w/an 8 stack throttle fuel injection system
- TCI AOD 4 speed tranny
- “That’s It Green” paint by Discovery Collision & Painting
- Custom airbrushed wood panels by Dennis Mathewson of Honolulu
- Custom interior with console, GPS, A/C & Ford Taurus SHO seats
- Brakes are discs all around with 12” rotors and 4-piston calipers
- Tires are Falken Azenis RT 615, P215/40R17 in front and R18 in rear

Ted Boothroyd (FCA #6527) is a frequent contributor to The National Falcon News. He lives in Grand Junction, Colorado with his lovely wife, Ramona, and organized the Wild West Chapter FCA. When Ted isn’t writing for TNFN, he writes a regular column for Bus Conversion Magazine, teaches Editors and their husbands how to drive a bus, and attends book signings for his latest release, The Gentleman’s Game of Pink Ball Golf. Order your copy at pinkballgolf.com.



The author emphasizes, “THIS is what I’m talkin’ about!”

The Mean, Screamin' Machine



The National *Falcon* News

The Monthly Magazine of The Falcon Club of America
June 2011



Jay and Peggy Page
Riverton, Utah

1963 Falcon Squire Wagon